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SUPPLEMENT TO
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THIS

9. UNEVALUATED INFORMATION

The Change in Cloth

Declassified

Class. Changed To: TS S (C)

Attn: HR 70-2

Date: 01 AUG 1978

1. The following cargoes arrived in Rostock (in 5576 01) during the period from 23 October to 17 November 1950:

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2. The following cargoes left Rostock during the period from 23 October to 17 November 1950:

Date	Name of Ship	Flag	Dead Weight tons	Cargo	Destination
23 Oct	A motor sailer	Danish	200	briquettes	Denmark (2)
24 Oct	<u>Falkenberg</u>	German	1,850	RR ties	Great Britain
24 Oct	<u>Lech</u>	Polish	200	general cargo	Gdynia
24 Oct	5 motor sailers	Danish	1,250	briquettes	Denmark
25 Oct	3 motor sailers	Danish	800	briquettes	Denmark
26 Oct	<u>Biruta</u>	Soviet	2,500	cement general cargo	Riga (3)
26 Oct	<u>J.W.Aren</u>	British	1,500	RR ties	Great Britain (4)
26 Oct	<u>Minna</u>	Soviet	1,600	general cargo	Leningrad (3)
26 Oct	6 motor sailers	Danish	1,250	briquettes	Denmark
27 Oct	4 motor sailers	Danish	710	briquettes	Denmark
28 Oct	4 motor sailers	Danish	1,000	briquettes	Denmark
29 Oct	6 motor sailers	Danish	1,250	briquettes	Denmark
30 Oct	5 motor sailers	Danish	1,150	briquettes	Denmark
31 Oct	<u>Strelna</u>	Soviet	2,580	cement general cargo	Libau (3)
31 Oct	8 motor sailers	Danish	1,190	briquettes	Denmark
1 Nov	<u>William Homann</u>	British	1,790	RR ties	Great Britain (4)
1 Nov	<u>Tosno</u>	Soviet	1,794	cement, general cargo	Leningrad (3)
1 Nov	5 motor sailers	Danish	800	briquettes	Denmark
2 Nov	<u>Anthony Enright</u>	British	1,793	RR ties	Great Britain (4)
2 Nov	<u>Niva</u>	Soviet	?	unidentified	Libau (5) (6)
2 Nov	12 motor sailers	Danish	2,200	briquettes	Denmark
3 Nov	4 motor sailers	Danish	700	briquettes	Denmark
4 Nov	2 motor sailers	Danish	340	briquettes	Denmark
5 Nov	<u>Svend</u>	Danish	80.7	special machines	Libau (7)
5 Nov	4 motor sailers	Danish	650	briquettes	Denmark
6 Nov	2 motor sailers	Danish	550	briquettes	Denmark
7 Nov	<u>Akadonik Karpinski</u>	Soviet	1,244.4	cement and cranes	Libau (3)

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Date	Name of Ship	Flag	Dead Weight tons	Cargo	Destination
7 Nov	5 motor sailers	Danish	1,250	briquettes	Denmark
8 Nov	3 motor sailers	Danish	540	briquettes	Denmark
9 Nov	<u>Zoya Kosmodem- yanskaya</u>	Soviet	1,462	cement and automobiles	Libau (3)
9 Nov	6 motor sailers	Danish	850	briquettes	Denmark
10 Nov	4 motor sailers	Danish	600	briquettes	Denmark
11 Nov	5 motor sailers	Danish	990	briquettes	Denmark
12 Nov	7 motor sailers	Danish	1,120	briquettes	Denmark
13 Nov	<u>Daugava</u>	Soviet	1,165.8	general cargo, machines	Libau (3)
13 Nov	2 motor sailers	Danish	340	briquettes	Denmark
14 Nov	1 motor sailer	Danish	340	briquettes	Denmark
15 Nov	12 motor sailers	Danish	1,800	briquettes	Denmark
16 Nov	<u>Aldebaran</u>	Finnish	230.0	automobiles, machines	U.S.S.R. (?) (7)
16 Nov	<u>Adolf</u>	German	52.7	?	
16 Nov	<u>Saarenthaeti</u>	Finnish	38.6	machines	Libau (7)
16 Nov	12 motor sailers	Danish	1,600	briquettes	Denmark
17 Nov	<u>Niva</u>	Soviet	?	general cargo, machines	Libau (6)(5)
17 Nov	14 motor sailers	Danish	700	briquettes	Denmark

3. The following ships were still being loaded in Rostock:

Name of Ship	Flag	dw tons	Arrival	Cargo
<u>Samuel Very</u>	British	1,814	6 Nov	undetermined (6)
<u>Asa Elridge</u>	British	1,791	8 Nov	undetermined (6)
<u>Tosno</u>	Soviet	1,600	16 Nov	Destination: Riga (6)

Comments.

- (1) The volume of exports substantially exceeds imports. Leather is imported from Western Germany on small vessels, while paint and varnish are supplied by Sweden. Import of ores on such small vessels is noticeable.

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- (2) Only the number and aggregate tonnage of the Danish motor sailers plying between Denmark and Rostock were listed in the report, which indicates that a daily average of 1,000 tons of briquettes was exported to Denmark. The motor sailers engaged on this trade are typical Baltic Sea vessels with a tonnage ranging between 180 and 350 tons.
- (3) The Soviet vessels were previously reported to be trading in the Baltic Sea.
- (4) The five British steamers are all vessels of 1,800 GRT built in 1943. Their owner is the Ministry of Transport. It is believed that the two ships reported in the process of loading also took on railroad ties.
- (5) The Niva is not listed in Lloyd's Register. She is probably about the same size as the other Soviet vessels.
- (6) The Soviet vessels Tosno and Niva called at Rostock twice during the reported period. It is believed that the cargo on the second voyage also consisted of machinery.
- (7) It is noticeable that machinery was shipped to the U.S.S.R. aboard Finnish and Danish vessels. Lloyd's Register lists the Aldebaran as a 1,966-GRT ship and the Danish vessel Sven Pii of 1,253 GRT. Judging from the small quantities of cargo mentioned in the list, the two vessels completed taking on cargo in Rostock.

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